

HER PRESENT, PHENOMENAL—HER PAST, REMARKABLE

A SYNOPSIS

OF

ROANOKE

IN 1891.

COMPLIMENTS OF

F. P. SMITH,
With

W. M. YAGER & CO.,

The Leading Real Estate Firm of Virginia.

REPRESENTING THE FIRM:

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HER FUTURE, MAGNIFICENT—HER INDUCEMENTS, UNRIVALED

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WM. M. YAGER *and* CO.

Real * Estate * Brokers

106 Jefferson Street,
ROANOKE, VA.

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Young men who wish to invest their savings in something safe and profitable.

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A SYNOPSIS

OF

ROANOKE

AND HER

Wonderful Prosperity.

WRITTEN AND COMPILED BY F. P. SMITH.

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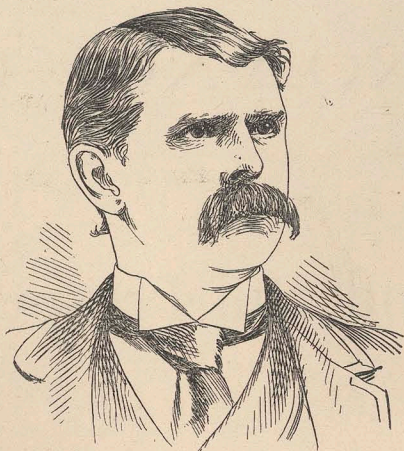
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ROANOKE, VA.

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W. M. YAGER.

THE NEW SOUTH.

“There are domes of white flowers

where swelled the white tent,

There are plows in the track

where the war-wagons went,

There are songs

where they lifted up Rachel's lament.”

—Taylor.

“GO SOUTH, YOUNG MAN.”

When the Hon. Chauncey M. Depew spoke these words, he did so with an inspiration that—

“Dipt into the future far as human eye could see ;
Saw the vision of the world, and all the wonders that
would be.”

Life is a struggle, and where opportunities are few, only those whom nature has best endowed win the prize, unless accident, or wealth and influence combine, as is frequently the case, to defeat merit and talent. The South offers untold—unthought of opportunities to the young and ambitious mind, and so abundant, that neither wealth nor influence dare obstruct the way to the enlaureled crown of success. An honest heart and intelligent mind, led on by a determination, will bring to the persevering in a few years, influence and a position among the successful men of the country, receiving the just recognition due him. The South of to-day is not the South of a quarter of a century ago, conservative and provincial, retiring within herself, wrapped in her toga of time-honored customs and institutions, but stands to-day a *new* land, progressive and cosmopolitan. She opens wide her doors and welcomes her Northern brethren and points with pride to the vastness of her minerals, sleeping in her valleys or glistening on her mountain tops, and says : Help me to gather these gems and I will make thee rich and thou shalt dwell with me forever, for “the war-drum throbs no longer, and the battle flags are furled.” Her energies were weakened by the curse of slavery, but to-day she points with a just pride to a dark monument adown the years, built of four millions of fetters that fell from her fair form, and which marks the beginning of her development that has known no retrogression, and which is sure to place her among the greatest countries of the world, there, by the wealth of her inexhaustible resources to maintain her position whilst “the great world spins forever down the ringing grooves of change.”

ROANOKE.

To those unacquainted with the marvelous development of Roanoke, the following statements may bear the impress of exaggeration, for her remarkable growth is startling as fiction. We have tried to avoid any semblance towards over-estimation or untruthfulness, and state but simple facts.

SITUATION.

ROANOKE, situated in Southwest Virginia, and geographically, in the gateway to the Southwest—nestles in a lovely valley, surrounded by the majestic Blue Ridge and Allegheny mountains, in sight of the Peaks of Otter, all clad in their primeval forests, the beauty of whose summer verdure and autumnal foliage is unsurpassed.

NAME.

ROANOKE is a contraction of the Indian word “Raw-reno-ke,” meaning “precious money,” or sea shells, which were used by them as representative of value.

POPULATION.

ROANOKE was known as “Big Lick,” because of the deer that formerly visited its salt marshes. In 1874 it was incorporated as a town ; in 1882 it had a population of 400—the same year the Legislature changed its name to Roanoke ; in 1884 it was incorporated as a city, and in 1891 it has a population of 22,000, or more, a gain of more than 5,000 per cent. In the last three years there has been a gain of at least 13,500. The city has absorbed this great increase and given all an occupation. Business increases proportionately with her population.

CLIMATE.

ROANOKE, situated at an elevation of 907 feet above the ocean, midway between the rigors of northern winters and the enervating heat of the far south, possesses a most equitable, mild and salubrious climate, conducive to the best enjoyment of life. The following is a list of the most celebrated winter resorts of southern Europe, with their average temperature compared with that of Roanoke :

	Spring,	Summer.	Fall.	Winter.	Average.
Vienna,	56.2	71.8	54.6	38.7	55.3
Turin,	53.7	75.1	53.8	33.5	53.1
Geneva,	52.2	70.3	54.2	34.0	52.07
Milan,	54.9	72.8	55.9	36.1	54.9
Roanoke,	56.0	76.0	61.0	41.0	58.0

HEALTH.

Located as Roanoke is, almost entirely on rolling upland, with its elevation and pure mountain air, it must necessarily be a most healthful city. A very small portion of the city is low, and this is being thoroughly drained and filled. There is not a section of the city but has good drainage. The pure mountain air is rich with ozone (oxygen in great activity) is invigorating and bracing, which, in a great measure, is responsible for the wonderful energy the people of Roanoke possess.

SEWERAGE.

Sewers are being constantly laid, and before the close of 1891 Roanoke will have one of the most complete systems of sewerage of any southern city, as she will spend \$100,000 in this work during the year.

WATER

The water supply comes from a "lost" mountain river that bubbles from the base of Mill Mountain, crystal, pure and "ice-cold," is conveyed to the city—a distance of two miles, passing under the bed of Roanoke river. It has a gravity force enough to carry it to distant parts of the city, with a capacity of more than 6,000,000 gallons daily. The pressure is increased by two immense force pumps. The facilities are unsurpassed and seldom equaled in cities the size of Roanoke. Allowing ten gallons per day to each individual, there is a supply sufficient for a population of 600,000.

FIRE.

ROANOKE has a large corps of well-drilled firemen, of whose promptness, bravery and efficiency the city is justly proud. There were forty-four fires during the past year with a loss of only \$7,885.

Chief Engineer, James G. Knepp; First Assistant Engineer, Owen Duggan; Second Assistant Engineer, J. T. Engleby.

POLICE.

ROANOKE's police force, decked out in their handsome uniforms, speaks well for the city's enterprise. Owing to the city's rapid growth, the force will, doubtless, be doubled during the year.

LIGHTS.

ROANOKE is lighted by gas, and arc and incandescent electric lights. She will spend \$15,000 in 1891 for additional electric plant.

STREET CAR.

ROANOKE has fourteen miles of street railway—now operated by steam and horses. That portion within the city limits and extending to Vinton, will soon be operated by electricity. She is connected with Salem, seven miles, by steam dummy line.

WATER POWER.

The Roanoke river affords first-class power for manufacturing purposes, and delightful sport to those who seek her finny tribes, as her waters abound with mountain trout.

REAL ESTATE EXCHANGE.

ROANOKE has a first-class real estate exchange, where all real estate transactions are reported and recorded. Its members are wide-awake and "brainy" men who have Roanoke's welfare at heart and spare neither money nor energy to add to her already marvelous growth. The officers are: President, J. R. Hockaday; Vice-President, J. E. Dupuy; Secretary and Treasurer, L. W. Terrill.

PROFITS IN REAL ESTATE.

There has not been a single failure in real estate investments in Roanoke—unparalleled in the history of the world. There has been a steady growth for eight years, with periods of marked activity. Large fortunes have been made and are still growing. There is no safer or more remunerative investment.

"ROANOKE'S real estate transactions for the year just gone by have been phenomenal, and perhaps no other city in the Union can show such a record as Roanoke in proportion to its size and population. Roanoke's real estate transactions for 1890 amounted to \$17,666,069 from five thousand one hundred and three deeds, while those of Chattanooga, Tennessee, as pub-

lished in the Chattanooga papers, amounted to something over \$5,000,000 from less than two thousand deeds, and that city is the center of fifty thousand population while Roanoke has only about twenty-two thousand.

The statement below, showing the transactions for each month, does not include the transfer of the Shenandoah Valley railroad to the Norfolk and Western Railroad Company, in which the consideration was \$7,100,000:

	No. Deeds.	Av. value.	Total.
January	200	\$2,020	\$ 404,000
February	385	2,485	956,745
March	490	2,362	1,157,380
April	402	2,800	1,122,600
May	323	3,000	969,690
June	388	3,486	1,552,568
July	387	2,956	1,134,481
August	353	2,914	927,644
September	594	5,100	3,029,400
October	757	4,160	3,122,260
November	648	4 500	2,916,000
December	377	4,123	1,556,371
Total	5,103	\$41,936	\$15,666,069

Roanoke Times, January 22, 1891."

The average monthly transfers of real estate in Roanoke for the year 1890 amounted to \$1,472,172.50.

CHURCHES.

The following is a list of the churches in Roanoke, showing the value and membership of each:

	Value.	Membership.
M. E. South, Greene Memorial	\$40,000	1,000
Methodist Episcopal	3,000	70
Presbyterian	35,000	600
Christian	7,000	100
First Baptist	re-building	400

	Value.	Membership.
Lutheran, St. Marks.....	re-building	275
Lutheran Chapel	2,000	125
Episcopal, St. John's.....	30,000	350
Catholic, St. Andrew's.....	150,000	1,000
Presbyterian, Chapel.....	2,500	250
A. M. E. South.....	10,000	—
A. M. E.....	10,000	100
A. High St. Baptist.....	15,000	253
African First Baptist	8,000	400

PHYSICIANS.

The following is a list of the physicians who have cast their lot in Roanoke. We refer to these gentlemen without their permission. They all have excellent reputation for skillful treatment of diseases: Drs. J. A. Gale, A. Z. Koiner, H. E. Jones, H. W. Harrison, L. Buckner, J. L. Stone, L. B. Firey, F. C. Tice, G. B. Vogel, C. G. Cannaday, W. W. S. Butler, R. W. Fry, H. St. John, J. Kinney, L. G. Pedigo, H. A. Sims, B. D. Downey, J. S. Haile, J. D. Kirk, G. S. Luck, J. B. Moorman, Mrs. Washington (homœpathic) and A. O. Pitcher (homœpathic). Of these we particularly refer to Dr. Kinney, who is earning a fine reputation in the treatment of the eye, ear and throat and especially in catarrhal trouble. His method is by electricity. He has made some remarkable cures.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

Roanoke has a flourishing branch of the Young Men's Christian Association. The membership, during the last three months, has increased one hundred and twenty-one. Official reports show a larger attendance at religious services than in

ninety per cent. of similar associations of the United States. The Association will erect a handsome building in 1891, costing \$50,000; the lot is worth \$50,000. The building will contain all of the latest and most perfect arrangements, such as Bath-rooms, Gymnasium, Auditorium, etc. Membership fee \$3; to be increased to \$5 when in their new building.

SCHOOLS.

Roanoke's school system is very fine, offering the best opportunities of education to the young. Her three public schools, with an enrollment of 1,100 pupils, are conducted according to the most improved methods of instruction, with a very efficient corps of teachers. Teachers of First Ward are: Prof. J. P. Mauzy, Principal; assisted by the Misses Stone, Hockaday, Smith, Proffitt, Thomas, Brown, Trent and Mrs. Knox. Third Ward: Prof. S. R. Beckham, Principal; Assistants, Misses Board, Mitchell and Berlin. Fourth Ward: Miss Eckloff, Principal; Assistants, Misses Vaiden, Graves, Hunt and Clare. The Alleghany Institute, for males, situated in the northern section of the city, is an imposing brick structure containing eighty-five rooms, and, beyond doubt, the leading educational institution in Southwest Virginia. Mrs. P. L. Gilmer's School for Young Ladies has been long identified with Roanoke's educational progress and has an excellent reputation. There is an enrollment of about one hundred students, with an efficient corps of six assistant teachers. Within seven miles of Roanoke, in a picturesque valley, is the Hollins Institute for young ladies, founded long before the civil war, and is one of the best seminaries in the South. The Catholic Parochial School, a fine institution, has an enrollment of seventy-five pupils, of which the Misses Byrnes have control. The colored schools enroll about four hundred pupils.

RAILROADS AND RAILROAD FACILITIES.

ROANOKE is already a railroad center. The Norfolk and Western, connecting Norfolk, Va., and Bristol, Tenn., and its branches ramifying throughout the mineral regions of the State, West Virginia, Ohio, North Carolina and Kentucky, is already a trunk line. The Shenandoah Valley road from Hagerstown, Md., brings the wealth of that fertile valley to the feet of Roanoke. The Roanoke Southern—about half completed, reaching Roanoke before the close of ninety-one—from Winston, N. C., and making direct connection with Atlanta, will prove the entrance to an enormous wholesale trade throughout the South. The Chesapeake and Ohio, from Clifton Forge, and the Baltimore and Ohio, now within forty-five miles of Roanoke—both of which must come to Roanoke—when completed will give Roanoke as cheap rates and superior transportation facilities as are rarely enjoyed. The Norfolk and Western railroad, with Vice-President Chas. G. Eddy at the helm, has been a powerful factor in the development of Roanoke, and to him great credit is due for the influence he has exerted in her behalf. The S. V., or "Shenandoah" Valley road, bears an Indian name meaning the "Bright, Laughing Daughter of the Skies."

COMMON LABOR.

Common laborers receive from \$1.00 to \$1.25 per day.

SKILLED LABOR.

There is a great demand for sober and skillful workmen. Skilled laborers receive per day as follows :

Machinists	\$2.50 to \$6.00
Carpenters	1.50 to 3.00
Bricklayers	2.50 to 4.00
Stonemasons	2.50 to 4.00

TRADE AREA.

Trade area extends to North Carolina, West Virginia, Tennessee, and the entire surrounding country, embracing sixteen of the wealthiest, most productive and most rapidly developing counties in Virginia.

MANUFACTURES ESTABLISHED.

The index to Roanoke's solid growth and future prosperity is her extensive and diversified industries, of which the following is a list of the most important :

	Capital.
Roanoke Machine Works	\$5,000,000
Roanoke Iron Company (20-ton furnace, muck bar mill and plate mill)	500,000
Crozer Steel and Iron Company	500,000
Roanoke Gas and Water Company	250,000
Roanoke Spike Factory	50,000
Roanoke Brick Works	15,000
Other Brick Yards	20,000
Gambill Flouring Mill Company	50,000
Roanoke Brewery	75,000
American Bridge Works	200,000
Roanoke Rolling Mills	90,000
Diamond Ice Company	55,000
West End Brick and Tile Works	20,000
Riffe's Hydraulic Engine Works	50,000
Roanoke Ice Company	35,000
Roanoke Milling Company	25,000
Roanoke Canning and Preserving Company	50,000
Mattress Factory	10,000
Bridgewater Carriage Company of Roanoke	50,000
Roanoke Electric Light Company	50,000
P. L. Terry Milling Company	75,000
Adams Bros. & Payne Brick Company	25,000
Roanoke Manufacturing Company	25,000
Two Tobacco Factories	50,000
Four Planing Mills	75,000
Two Cigar Factories	5,000
Paper Bag Factory	100,000
Sash, Blind and Door Factory .....	.....

	Capital.
The Bell Printing & Manufacturing Co., (value of plant).....	25,000
Hammond Printing Company.....	100,000
Elevator.....	25,000
Fishburne Bros. Flouring Mill.....	500,000
Roanoke Black Marble Company.....	

This list does not represent the small manufactures.

LAND IMPROVEMENT AND DEVELOPMENT COMPANIES.

Virginia Development Company.....	\$5,000,000
Jeannette Land Company.....	135,000
West Roanoke Land Company.....	100,000
North Side Land Company.....	30,000
Hyde Park Land Company.....	80,000
Melrose Land Company.....	75,000
Belmont Land Company, authorized capital stock.....	90,000
Oak Ridge Land Company.....	50,000
River View Land Company.....	75,000
Roanoke Land and Improvement Company.....	400,000
Crystal Springs Land Company.....	400,000
West End Land Company.....	50,000
Creston Land Company.....	75,000
Central Park Land Company.....	40,000
Ingleside Land Company.....	20,000
The Virginia Land Company.....	250,000
Midway Land Company.....	30,000
Inter-Urban Land Company.....	500,000
Mountain View Land Company.....	35,000
Elmwood Land Company.....	100,000
Magie City Land Company.....	35,000
Bennet Springs Land Company, authorized capital stock.....	25,000
Craig Land Company, authorized capital stock.....	100,000
Central Investment Company, authorized capital stock.....	20,000
Creston Land Company, authorized capital stock.....	1,000,000
Clyde Land Company, authorized capital stock.....	10,000
Eureka Land Company, authorized capital stock.....	500,000
Fairview Land Company, authorized capital stock.....	50,000
Glade Land Company, authorized capital stock.....	50,000
Glen Falls Land Company, authorized capital stock.....	35,000
Lynwood Land Company, authorized capital stock.....	60,000
The Guarantee Title and Investment Company.....	200,000

Piedmont Land and Manufacturing Company.....	500,000
Roanoke Developing Company.....	1,100,000

With fully \$3,000,000 pledged for improvements.

BUILDING ASSOCIATIONS.

Iron Belt Building Association, authorized capital stock.....	\$25,000,000
Exchange Building Association.....	100,000
Roanoke Building Association and Investment Company.....	400,000
Roanoke Building Company.....	20,000
Home Building and Conveyance Company.....	200,000
Old Dominion Building Association, authorized capital.....	20,000,000
Home Loan and Building Association.....	300,000
Merchants' and Mechanics' Building Association.....	150,000
The Perpetual Building Association.....	250,000

INDUSTRIES IN PROSPECT.

Although not completed, the following industries are assured to Roanoke :

Norfolk and Western Railroad Shops, for the exclusive manufacture of passenger coaches; New Electric Light Plant, to cost \$15,000; Roanoke and Southern Railroad; Plate Mill; Woolen Mill; Duvall Engine Works, capital stock \$60,000; Wrought Iron Pipe Works, \$30,000; Clearing House; Glass Works, \$20,000; Bridgewater Carriage Works increase their capital to \$75,000, and will remove to the Roanoke Development Company's lands.

TAXATION.

Rate on \$100, State tax, 4 mills.....	\$ 40
Rate on \$100, City tax.....	1 10
Rate on \$100, School tax.....	15
Rate on \$100, total.....	\$1 65

The taxation is as low, if not lower than in any other city in the United States.

FINANCIAL CONDITION.

Assessed value of real estate.....	\$6,750,884 00
Assessed value of personal estates.....	1,715,642 00
Total assessment.....	<u>\$8,466,526 00</u>
Bonded debt	\$ 156,000 00
Total debt .....	.....
Annual gross receipts from direct taxation.....	139,697 68
Annual receipts from licenses.....	24,661 32
Annual receipts from other sources	7,586 00
Increase in value of real estate in five years.....	5,269,251 00

The bonded debt by law cannot exceed 15 per cent. of taxable property of the city. The bonds mature thirty years from their date, with interest at 6 per cent.

POST-OFFICE.

Increase of receipts :

Postal receipts from December 1, 1885, to June 30 1886	\$ 5,171 18
Postal receipts from July 1, 1886, to June 30, 1887.....	9,636 41
Postal receipts from July 1, 1887, to June 30, 1888.....	12,933 93
Increase from 1887 to 1888.....	3,097 52
Postal receipts from July 1, 1888, to June 30, 1889.....	17,448 86
Increase from 1888 to 1889	4,714 93
Postal receipts from July 1, 1889, to June 30, 1890.....	24,090 41
Increase from 1889 to 1890	6,641 55
Postal receipts from July 1, 1890, to December 31, 1890 (six months).....	17,495 84
In this ratio the receipts of the fiscal year ending June 30, 1891, will be.....	34,991 68
Increase (probable) from 1890 to 1891.....	10,901 27

A. S. ASBERRY,
Postmaster.

JAMES M. O'BRIEN,
Assistant Postmaster.

PUBLIC BUILDING.

Congressman Edmunds has been earnestly urging the Government to give Roanoke a public building, and at the present time indications point to the near future when her hope will be realized.

BUILDINGS OF 1891.

The year 1891 will exceed all others in the erection of fine public buildings and dwellings. There is no better indication of a city's prosperity than her building industry. The following list will show those assured, and some, if not already commenced, are under contract :

Terry building (for offices)..	\$ 90,000	Baptist Church	\$ 18,000
Hospital.....	50,000	Baptist Church	15,000
New Opera House	100,000	Lutheran Church.....	40,000
New N. & W. Pass. Station.....	150,000	Catholic Church.....	60,000
New N. & W. office building (addition)	220,000	Rolling Mill, West End largest in the South.....	.....
Y. M. C. A. building.....	50,000	Glass Factory.....	20,000
Jail (improvement)	10,000	Catholic Orphan Asylum...	30,000
M. E. Church, South	40,000	Roanoke Southern Passenger Depot (estimated)...	100,000
M. E. Church, South	10,000	Roanoke Southern Freight Depot (estimated).....	25,000
Duval Engine Works.....	30,000	Episcopal Church	33,000
Cold Storage.....	.....	

The Presbyterian and Methodist Churches expect to erect a first-class college, each, on ground donated for that purpose. At least from 1,000 to 1,500 residences will be erected during the year. These figures are not exaggerated. There is no "boom" in Roanoke, and never has been. Her growth is healthy, steady and continuous, predicated upon her magnificent advantages.

BANKS.

ROANOKE is proud of her banking institutions. Even when passing through the late stringency in the money market, these institutions had more money on deposit than at any previous time.

The wonderful increase in the banking business during 1890 has been the subject of much comment by many papers throughout the country, notably by the *Journal of Finance* of Baltimore, and by Philadelphia and Washington papers.

We submit a statement of their condition during the year 1891 :

FIRST NATIONAL.

President, H. S. Trout; Vice President, P. L. Terry
Cashier, J. W. Shields, Jr.; Assistant Cashier, J. T. Meadows;
Teller, F. H. Loving.

Transactions for 1890 in loans exceeded	\$3,000,000 00
Volume of business	1,092,949 83
Volume of business, increase over 1889	347,593 28
Surplus fund aggregates	75,000 00
Surplus fund, increase over 1889	25,000 00
Loans and discounts	674,770 81
Loans and discounts, increase over 1889	160,444 83
Undivided profits	10,000 00
Deposits	785,522 19
Deposits, increase over 1889	515,056 81
Capital	100,000 00

This bank has never lost a dollar.

NATIONAL EXCHANGE.

President, T. T. Fishburne; Vice President, J. T. Engleby;
Cashier, J. B. Fishburne; Teller, B. Rust.

Volume of business	\$356,071 01
Volume of business, increase over 1889	65,293 87
Paid dividends during 1890	5,000 00
Loans and discounts	232,021 25
Loans and discounts, increase over 1889	41,076 15
Surplus	10,000 00
Undivided profits	1,000 00
Deposits	217,013 82
Deposits, increase over 1889	55,556 39
Capital	100,000 00

This bank has never lost a dollar.

COMMERCIAL NATIONAL.

President, J. W. Coon; Vice President, C. O'Leary; Cashier,
J. C. Davenport; Teller, W. F. Penn.

Volume of business	\$441,304 71
Volume of business, increase over 1889	195,484 71
Loans and discounts	316,461 00

Loans and discounts, increase over 1889	131,971 15
Surplus	20,000 00
Surplus, increase over 1889	10,000 00
Undivided profits	7,052 00
Undivided profits, increase over 1889	6,400 00
Deposits	260,000 00
Deposits, increase over 1889	160,000 00
Capital	100,000 00

This bank has never lost a dollar.

CITIZENS' BANK.

President, J. B. Levy; Vice President, W. M. Yager;
Cashier, H. M. Dickinson, Teller, R. M. Kent.

Volume of business	\$150,081 10
Volume of business, increase over 1889	58,046 54
Transactions	800,000 00
Loans and discounts	113,589 00
Loans and discounts, increase over 1889	35,609 45
Surplus	4,000 00
Undivided profits	8,500 00
Undivided profits, increase over 1889	5,500 00
Deposits	75,000 00
Deposits, increase over 1889	46,000 00
Capital	40,000 00

This bank has never lost a dollar.

LOAN ASSOCIATIONS.

Roanoke Trust, Loan and Safe Deposit Company	\$250,000
Traders' Loan, Trust and Deposit Company	50,000
Fidelity Loan and Trust Company	200,000
State Savings bank	100,000

WORKING CAPITAL.

Amount invested in Roanoke is not less than \$20,000,000.

RENTS.

Cottages rent for \$12 to \$15 per month.
Mechanics houses rent for \$15 to \$20 per month.
Best Residences rent for \$25 to \$100 per month.
Stores rent for \$35 to \$150 per month.

COST OF LIVING.

ROANOKE is a center of trade for farm produce, with a radius of forty miles. All farm products, whilst having a ready sale, are disposed of at reasonable prices. The great number of stores, by close competition, keep prices to the minimum. Coal and wood are cheap.

COST OF HOMES.

Lots can be bought from \$250 to \$3,000. Comfortable six-room houses can be erected for \$650 to \$1,000; better houses, with all modern improvements, from \$2,000 to \$3,000. Lots and houses are sold on easy monthly payments. The different building associations have helped hundreds of industrious men to make homes for themselves.

BUILDING MATERIALS.

Rough Lumber, per 1,000 feet . . .	\$13.50 to	\$14.00
Dressed Lumber, per 1,000 feet . . .	20.00 to	25.00
Brick, per 1,000	8.00 to	10.00
Stone, per yard	3.25 to	4.00
Slate, per square	10.00 to	10.50
Lime, per barrel	1.00 to	1.25
Plastering, per yard . . . . .	.19 to	.25
Portland Cement, per barrel		4.00
Doors	1.25 to	23.25
Sash . . . . .	.37 to	6.52
Blinds . . . . .	.50 to	5.00
Tinning, per square	4.50 to	7.00

TIMBER.

ROANOKE has an almost unlimited supply of timber. The mountains on every hand are clad in their virgin forests of both deciduous and coniferous trees.

COST OF PIG IRON.

To manufacture, best quality, from \$9 to \$10 per ton.

COAL AND COKE.

Coal costs for domestic purposes, by car load, \$3.25 to \$3.50 per ton (two grades); for manufacturing purposes, per ton of 2,240 lbs., \$2.85. Coke costs per ton of 2,000 lbs., for manufacturing purposes, \$3.50.

MINERALS.

Southwest Virginia is rich in minerals, which lie very near the surface, and are secured at such little cost that they are attracting capital not only from the Northern States, but from all over Europe, which is certain to place the Old Dominion first among her sister States where she rightfully belongs. Here are some of her minerals: Coal—Anthracite, Bituminous, Coking, Gas, Domestic, Cannel and Splint; Iron-ore—Magnetic, Hemetite, Limestone and Mountain; Gossan, Copper, Manganese, Lead, Zinc, Salt, Plaster, Barytes, Gold, Silver, Tin, Gypsum, Granite, Marble—Black, White, Variegated, etc.; Asbestos, Kaolin, and others.

TRUCK FARMING.

Roanoke's vicinity presents splendid opportunities for acquiring a competency in truck farming. There is a ready and growing market for all products of the farm. The soil and climate are especially adapted to the raising of vegetables and fruits of almost every variety. No better opportunities can be offered farmers of limited means.

COMMERCIAL CLUB.

This club is composed of about eighty members, who have the best interests of the city at heart, and are a powerful element in the development of Roanoke, being chief among business men.

GROWTH OF THE CITY.

The development of Roanoke reads more like a Utopian myth than the truthful history that it is. In eight years she has increased five thousand per cent. in population. Her real estate value has trebled itself; and since 1888 the monthly transfers of property have passed from \$94,738.82 to \$1,472,172.50, and yet property is not as high by one hundred per cent. as it is in Tacoma or Birmingham. Lots can be bought as low as \$250, and in many cases by installments.

INDUCEMENTS TO MANUFACTURERS.

Roanoke has more than \$8,000,000 invested in land companies for the development of the city—by making improvements, encouraging manufacturers to locate, and erecting buildings, &c. The Roanoke Development Company has \$1,000,000 to invest in manufactures. Any first-class, legitimate business can receive financial encouragement from them. Goods manufactured here are preferred by the Southern trade to the same class of goods manufactured in the North, because of the great saving of freight and the reduced cost to manufacture. The most rapidly growing trade of the United States is in the South and Southwest. Roanoke river presents first-class opportunities for water power. Coal is cheap; iron is cheap and is manufactured in Roanoke; timber is abundant and cheap, the elements necessary to the manufacturing interest. Transportation is low, and in direct

communication with all parts of the country. The South is not overcrowded and will support a population four times as dense. In all probability, in the next decade, the emigration from the "Old World" will amount to eighteen or twenty millions, and it is generally conceded that the greater part of this vast influx will settle in the South.

GENERAL ADVANTAGES.

Roanoke is in the center of the finest coal, iron, timber and agricultural region of the world. These raw materials are in such close proximity to each other that they bring the cost of production to the minimum. The climate offers the best conditions for maintaining health and enjoying life. Living is cheap. Roanoke is in direct communication with the seaboard. There is a growing market for "home products," and a constantly increasing trade with adjoining States and cities; she is a great railroad center and is in a day's ride of the great Eastern markets—ten hours to Washington, eleven hours to Baltimore, sixteen hours to Philadelphia, and twenty-four hours to New York.

CLERKS OF THE N. & W. R. R. OFFICES.

There are 400 clerks in these offices. The officials of the N. & W. railroad, including Maryland and Washington division, (the S. V.) live in Roanoke.

RAILROAD PASSENGER FARE.

To Washington, D. C.	\$ 7 05	To Cincinnati, O	\$13 90
" Knoxville, Tenn.....	9 20	" Wytheville, Va.....	2 80
" Baltimore, Md.....	8 25	" Chicago, Ill.....	17 50
" Wilmington, Del.....	10 30	" Pittsburg, Pa.....	13 55
" Philadelphia, Penn.....	11 05	" Elmira, N. Y.....	15 65
" Richmond, Va.....	6 15	" Boston, Mass.....	19 30

To New York, N. Y.....	\$13 55	To Bristol, Tenn.....	\$ 5 25
" Charleston, S. C.....	16 50	" Lynchburg, Va.....	1 85
" Norfolk, Va.....	8 65	" Salem, Va.....	25
" Middlesboro, Ky.....	12 50	" Harrisburg, Pa.....	10 55
" Atlanta, Ga.....	14 75	" Hagerstown, Md.....	8 25
" Staunton, Va.....	3 76		

HOTELS.

Roanoke has splendid hotel accommodations. "Hotel Roanoke," of "Queen Anne" style, is beautifully located on a high eminence in the center of the city, and is one of the finest hotels in the South, or elsewhere. It has a capacity of about 300 guests. Fred. E. Foster, Manager. "Hotel Ponce de Leon," new, is beyond doubt one of the best equipped hotels in the country. C. G. Smith, owner and manager. The cuisine department is second to none. It accommodates 300 guests. "Hotel Felix" is another fine house, with a capacity of 200 guests. It is one of the most popular houses in the city. W. H. Felix is owner and manager. "Hotel Continental" does a fine business and is located in the very center of the city. W. A. Hellman, proprietor. "The Palace Hotel," just east of the Continental, is one of the oldest and best-known inns of the city. "Rorer Park" and several others are worthy of mention.

ROANOKE HOSPITAL.

This is purely a benevolent institution and so long as there is accommodation in the building no sick or injured applicant is refused admittance because of inability to pay, or because of difference of creed or color. Private apartments are furnished to patients who may desire to enter and pay for so doing. There are separate accommodations for white and colored patients. A full corps of trained nurses and most skilful physicians will be maintained.

NEWSPAPERS.

Roanoke has three dailies, namely: Roanoke Herald, morning, Jas. A. Pugh, editor—one of the best newspaper men of the South; Roanoke Times, morning, H. J. Brown, editor—a master in the business; The Evening World, H. Q. Nicholson and Dr. J. W. Davis, editors. These gentlemen publish a paper that is daily growing in popularity. The Cosmocrat, weekly, is an illustrated, humorous, twenty-page paper that does credit to the management. Waller P. Huff and Dick Burks Williams, proprietors. The Iron Belt is a sixteen-page monthly "industrial journal devoted to Southern commerce and manufacturing and the upbuilding of new towns in mining sections." This paper is the best of its kind south of Baltimore. J. C. Hill is the editor and J. T. Hall general manager.

MISCELLANEOUS.

Roanoke has a complete telephone system; an opera house; a first-class central engine house; a "gentlemen's driving park" and fair grounds; narrow-gauge railroad, four miles long, running to the Rorer iron mines; phonograph company.

SECRET ORGANIZATIONS.

The secret organizations are well represented. Ancient Free and Accepted Masonic organization, represented by the Scottish Rite, Commanderies, Royal Arch Chapters and Blue Lodges, the latter being Lakeland Lodge No. 190 and Pleasants No. 63. Their hall is on Campbell street S. W. Odd Fellows Lodges: Mountain Dale and Mt. Vernon; Knights of Pythias: Osceola Lodge No. 47; Red Men: Hiawatha Tribe No. 66; Independent Order of Good Templars; Knights of Honor; Knights of

the Golden Eagle; Order of Chosen Knights: Knights of Labor; Independent Order Junior Mechanics; Brotherhood of Locomotive Engineeers, etc.

CITY GOVERNMENT.

Mayor, W. G. Evans; treasurer, C. W. Thomas; clerk and auditor, Geo. L. Bennett; commissioner of revenue, C. M. Turner; commonwealth's attorney, Roy B. Smith; clerk of court, S. S. Brooke; city solicitor, Thos. W. Miller; city sergeant, J. B. Traynham; city physician, Dr. Lee Buckner; city surveyor, W. M. Dunlap; superintendent of market house, A. J. Davis; scavenger, Pryor Woodson; janitor court house, Wm. Phillips; chief of police, M. C. Morris.

HUSTINGS COURT.

Judge, Hon. William Gordon Robertson; clerk, S. S. Brooke. Term commences the first Monday in each month except August.

CIRCUIT COURT.

Judge, Hon. Henry E. Blair; clerk, S. S. Brooke. Term commences April 24th and November 7th.

COMMON COUNCIL.

1st Ward: H. S. Trout, E. R. Woodward, J. H. Skinker, W. P. Huff. 2nd Ward: R. A. Buckner, Jas. A. McConnell, Jos. R. Hanthorn, Geo. C. McCahan. 3rd Ward: M. P. Scott, John Shehan, J. C. Graves and D. M. Ruggles.

JUSTICES OF THE PEACE.

1st Ward, Sam. G. Williams; 2nd Ward, S. W. Howerton; 3rd Ward, Frank Ray; Constable, F. E. Brawford.

SCHOOL BOARD.

R. U. Derr, superintendent; G. L. Stevens, clerk of school board; Chas. A. Pilsbury, chairman; G. W. Ramsey.

CITY'S CREDIT.

The city's bonds have sold for 105, and since the selling of these 105½ has been offered for the thirty years bonds.

INDUSTRIES THAT WILL PAY.

Boot and shoe factory, paper mill, tannery, stove foundry, shirt factory, cotton mills, woolen mills, knitting mills, clothing factory, barrel factory, plow shops, hat factory, match factory, cotton yarn factory, saddle and harness factory, nail mill, tin-plate factory, &c.

LIVERY.

Roanoke has a splendid livery service, and excellent horses—the admiration of the stranger. Horses are boarded at reasonable rates and receive the best attention.

POPULATION CLASSIFIED.

“It has been determined by authorities on statistics that the total number of persons dependent upon one working man is four. For each voter there are allowed five other persons by staticians; but the fact that so many youths under age are engaged in trades and occupations reduces the schedule to four

people for each laborer. In Roanoke, owing to the rapid increase in population, which has outrun building operations, there is a large number of young men without families and of married men whose families live elsewhere, which thus reduces the schedule to $3\frac{1}{2}$ people to every working male.

"Then, multiplying 6.428 the total industrial population of Roanoke by $3\frac{1}{2}$, we have 22,500 as the total population of the city. The number of employès of mills and factories are given as if these were running at full capacity.

The population is classified at follows:

Ministers.....	14	In Post Office.....	15
Lawyers.....	42	In City Hall.....	13
Physicians, etc.....	35	Municipal administration..	18
Newspaper men.....	14		
Engineers and Architects... ..	7	Total in public service... ..	46
		Roanoke Machine Works... ..	1,600
Total in profession.....	112	American Bridge Works.....	300
Merchants employed—ret'l		ROANOKE Rolling Mills.....	350
1,249; wholesale 50.....	1,299	Crozer Iron Furnaces.....	250
Dealers in drugs and medi-		West End Iron Furnaces... ..	200
cines.....	52	Bridgewater Carriage W'ks. .	40
Restaurants, saloons, etc.....	165	Tobacco Factories.....	50
		Flour Mills.....	50
Total commercial men..	1,455	Total in mills and fact's	2,940
Carpenters.....	300	Bankers and employes.....	40
Bricklayers.....	150	Livery Stables.....	80
Painters.....	100	Draymen.....	50
Printers.....	50	Livery and drays.....	130
Total members of trades		Total adult male popu-	
outside of manufacto-		lation as classified.....	6,428
ries, etc.....	600	Total population on ra-	
Force in general offices N.		tio of $3\frac{1}{2}$	22,500
& W. R. R.....	400		
Yard men, track force, train			
men, etc.....	500		
Total railroad men.....	900		
Members real estate firms...	122		
Employes real estate firms..	183		
Total real estate men...	305		

Roanoke Times, Jan. 22, 1891."

DISTANCE TABLE.

	MILES.		MILES.
Augusta.....	657	Lynchburg.....	53
Atlanta.....	531	Luray.....	158
Boston.....	743	Macon.....	594
Baltimore.....	260	Montgomery..	629
Bel Air, Md.....	281	Memphis.....	703
Bristol.....	150	Mobbie.....	709
Birmingham.....	536	Natural Bridge.....	40
Burkeville.....	124	New York.....	446
Charlotte.....	372	New Orleans.....	1,158
Charleston..	610	Norfolk.....	257
Chattanooga.....	400	Philadelphia.....	356
Chicago.....	1,029	Pittsburgh.....	561
Cincinnati.....	644	Petersburg.....	176
Danville.....	120	Richmond.....	199
Denver.....	1,796	Staunton.....	108
Farmville.....	108	Suffolk.....	234
Hagerstown.....	239	Savannah.....	789
Harrisburg, Pa.....	313	St. Louis.....	889
Havre de Grace, Md.....	296	Washington.....	219
Jacksonville.....	856	Wilmington, Del.....	329
Kansas City.....	1,117	Salem.....	6
Liberty.....	28		

LAND OF OPHIR.

Roanoke is the Land of Ophir to the merchant and tradesman, for about \$5,000,000 are paid to the laboring man yearly—the class of men who deal the most liberally, and who are the strength of a growing city. The Norfolk and Western and Maryland and Washington division, (S. V.) road, alone, pays about \$2,500,000 to their employès per year, (the machine works pay out about a half million.)

WHOLESALE TRADE.

Roanoke's wholesale trade, per year, amounts to \$1,500,000, and will reach \$7,000,000 in five years more. There are splen-

did opportunities for men of experience and enterprise to make fortunes out of the wholesale trade. Roanoke has the best openings in the South for drug stores, shoe houses, dry goods and notions, queensware, clothing, hats, etc. All wholesale merchants have made money, and one of the leading traders remarked: "Too much cannot be said in favor of the futures bright prospects."

R. R. SPIKE MILL.

Roanoke's R. R. Spike Mill commenced operation about the first of 1891. It has a capacity of about 12 tons per day. The capital invested is \$50,000.00. Mr. W. Davis is manager.

ROANOKE BLACK MARBLE.

Roanoke has a company organized, with \$500,000 capital, to place this marble upon the market. It has stood tests that prove its superiority to the celebrated Belgium marble. It has resisted a pressure of one hundred thousand pounds, takes a cheaper and higher polish, known as the acid finish; is freer from flaws, seams and spots than the above. The veins in many places lie at the surface of the ground.

VIRGINIA'S RANK.

In 1880 Virginia produced 17,906, and in 1890, 302,447 tons of iron, an increase of 284,541 tons for the ten years. In 1880 she ranked seventeenth in production, and in 1890, sixth in production, and fifth in actual increase. Her per cent. of increase was the largest of any in the United States, being over 1585 per cent., as against 150 per cent. for Pennsylvania. The demand for iron and steel is advancing with amazing rapidity.

SOUTHERN TIMBER SUPPLY.

The woodworking interest has advanced in keeping with all other developments. There are 6,000 woodworking establishments; southern sawmills have a yearly capacity of 45,000,000 feet. The output of sawmills in 1889 was valued at \$89,560,000; planing mills \$6,825,000, sash, door and blind factories \$3,228,000, and the value of naval stores was \$8,265,000, a total of \$108,178,000 against a production of \$40,979,000 in 1880.

HER CROWN OF IRON.

A YEAR OF SOUTHERN PROGRESS.

"Summing up the various points of growth and development, the total assessed value of property for 1890 is about \$4,500,000,000, a gain of \$270,000,000 over 1889, and of \$1,600,000,000 over 1880.

"The number of National Banks in the South is 590, with an aggregate capital of \$90,763,705, an increase during the year of 104 banks and \$10,935,000 in capital. Ten years ago the South had 220 National Banks, with a total capital of \$45,408,985. According to the report of the United States Comptroller, the net earnings of all Southern National Banks for the twelve months ended November 30, 1890, were \$10,523,783, or an average of 11½ per cent. on the total capital. Only two Southern National Banks failed during the year, and both of these failures were due to dishonesty in management, according to government reports.

"During the year 2,499 miles of railroad were built in the South, against 2,296 miles in 1889. The gross earnings of all Southern railroads for the first eleven months of 1890 were \$100,849,517, against \$90,290,470 for the same time in 1889, an increase of \$10,604,047.

"The total value of foreign exports from all Southern ports for the first eleven months of 1890 was \$268,293,000, an increase of \$24,141,000 over the corresponding months of 1889, while of

the increase in the balance of the country was only \$4,834,477; the increase at Southern ports being five times as great as the combined gains at all other United States ports.

"The production of pig iron for the year foots up about 1,960,000 tons, or a gain of 395,000 tons over 1888, and of more than 1,000,000 tons over 1887.

"The total production of cotton during the last six years has been 52,000,000 bales, worth, including the value of the seed sold, about \$2,300,000,000, or an average of nearly \$400,000,000 a year. The consumption of cotton by the Southern mills was 546,478 bales last year, against 266,000 bales in 1889, a gain of over 100 per cent.

"During the year 3,917 new manufacturing enterprises, covering every variety of industry from tack works to steel works, were organized in the South, making a total during the last five years of over 17,000 new enterprises."—*Manufacturers Record.*

THE SOUTH IN A NUTSHELL.

The following valuable table, showing the advance of Southern progress during the last ten years, is taken from "The Tradesman," compiled by them from census reports and returns from officials in each Southern State, and a careful study of this will convince the most skeptical that the Southland is the coming country.

	1890.	1880.	Increase per cent.
Population—			
Totals.....	17,556,920 00	14,638,936 00	20
Whites.....	11,361,996 00	9,007,187 00	26
Colored.....	6,194,924 00	5,631,749 00	10
Northern immigrants, 10 years.....	297,000 00	Not known	.....
Foreign immigrants, 10 years.....	378,019 00	Not known	.....

	1890.	1880.	Increase per cent.
Northern born.....	475,930 00	240,885 00	95
Foreign born.....	680,423 00	420,871 00	51
Towns of 10,000 and up.....	1,789,362 00	1,069,526 00	94
Assessed wealth.....	3,844,057,164 00	2,164,155,795 00	78
Actual wealth.....	9,751,815,635 00	6,089,000,000 00	63
Assessed wealth per capita.....	219 66	147 88	48
Actual wealth per capita.....	545 10	385 62	41
Indebtedness—			
State debts, net.....	96,460,126 00	118,195,252 00	*18
County debts, net.....	20,511,479 00	24,111,154 00	*15
Municipal debts, net.....	66,800,748 00	47,039,058 00	42
Total.....	183,772,353 00	189,345,464 00	* 3
Annual interest.....	10,863,632 00	14,000,384 00	*29
Taxation—			
State tax per \$1,000.....	4 00	4 60	*13
Total taxation per \$1,000.....	13 80	15 40	*10
Total State revenues.....	26,533,260 00	13,249,866 00	100
Capital—			
Banking capital.....	171,690,670 00	92,575,000 00	86
Capital invested.....	2,339,170,000 00	Not known	.....
Railroads—			
Mileage.....	41,118 00	19,572 00	110
Men employed.....	188,731 00	86,250 00	119
Locomotives.....	4,059 00	.....	.....
Cars, passenger.....	3,124 00	.....	.....
Cars, freight.....	103,709 00	.....	.....
Capital stock.....	765,963,221 00	.....	.....
Bonded debt.....	745,666,062 00	.....	.....
Cost of equipment.....	1,301,196,740 00	612,000,000 00	111
Street rail road mileage.....	1,094 00	.....	.....
Other railroad mileage.....	4,200 00	.....	.....
Total railroad mileage.....	46,402 00	21,247 00	118
Manufactures—			
Number of establishments.....	56,714 00	34,563 00	64
Capital.....	551,483,900 00	179,366,230 00	207
Employs.....	537,086 00	215,415 00	154
Value of product.....	742,865,200 00	315,924,794 00	135
Water power h p.....	20,150,000 00	.....	.....
Cotton mills.....	334 00	161 00	107
Spindles.....	1,811,791 00	542,048 00	234
Looms.....	40,415 00	11,898 00	238
Bales cotton used.....	545,250 00	180,971 00	201
Value of products.....	54,191,600 00	16,356,182 00	231
Cotton seed, crushed.....	1,058,200 00	230,000 00	360
Cotton seed products, value.....	27,310,836 00	7,690,921 00	267
Minerals—			
Pig produced, tons.....	1,684,663 00	290,772 00	481
Furnaces.....	117 00	.....	.....
Steel produced, tons.....	183,625 00	4,350 00	4,121
Coal produced, tons.....	17,536,456 00	3,820,550 00	333
Value.....	26,307,674 00	.....	.....
Precious metals, value.....	712,780 00	226,176 00	318
Total minerals, value.....	35,608,615 00	3,143,030 00	1,033

	1890.	1880.	Increase per cent.
Lumber—			
Acres in forest	196,832,000 00	.....	.....
Pine standing, 1,000 feet.....	239,007,000 00	.....	.....
Sawing capacity of mills, feet daily.....	47,655,250 00	.....	.....
Value of lumber output	102,122,100 00	35,685,151 00	183
Value of total forest pro- ducts	123,998,800 00	46,979,062 00	164
Agriculture—			
Arable land, acres.....	398,180,000 00	.....	.....
Public land.....	51,273,148 00	.....	.....
Lands redeemed during decade.....	15,329,000 00	.....	.....
Farms	2,126,000 00	1,551,067 00	37
Improved lands.....	125,862,600 00	.....	.....
Crop lands.....	75,511,429 00	56,679,145 00	38
Value of machinery.....	120,750,000 00	67,272,500 00	79
Average monthly wages, farm labor.....	15 82	13 85	14
Cotton, bales.....	7,775,215 00	4,733,675 00	36
Value.....	340,268,605 00	256,524,911 00	33
Value cotton for decade.....	8,091,936,833 00	.....	.....
Tobacco, pounds.....	390,981,550 00	.....	.....
Value.....	31,278,524 00	.....	.....
Hay, tons.....	1,755,870 00	.....	.....
Value.....	21,069,440 00	.....	.....
Corn, bbls.....	453,969,800 00	.....	.....
Sugar, bbls.....	1,356,000 00	.....	.....
Molasses, bbls.....	516,000 00	.....	.....
Potatoes, value.....	14,262,600 00	.....	.....
Rice, value.....	8,438,960 00	.....	.....
Fruit, value.....	24,620,590 00	9,084,173 00	172
Total value of all farm products.....	994,707,000 00	611,679,145 00	61
Total value of crops '80-'90	9,540,357,982 00	.....	.....
No. live stock.....	49,962,456 00	39,448,360 00	27
Value.....	555,905,138 00	360,016,883 00	54
Total value all products...	1,931,930,815 00	1,084,701,383 00	88
Education—			
Schools.....	66,647 00	44,260 00	50
Teachers.....	74,055 00	49,182 00	51
Children of school age.....	5,891,101 00	4,423,620 00	34
Pupils enrolled.....	3,359,173 00	2,018,640 00	67
Attendances.....	2,118,109 00	1,391,743 00	57
School revenues.....	14,767,396 00	5,607,051 00	164
Amount for negro educa- tion since war.....	56,181,370 00	.....	.....
Negroes at school.....	1,012,029 00	.....	.....

*Decrease.

BOULEVARD OF PROGRESS.

Roanoke has energy.

Roanoke is "The Magic City."

Roanoke has the confidence of the people; no investor ever lost a dollar in her real estate.

Roanoke has increased at the rate of five thousand per cent. in eight years.

She pays out more money to the laborer than any other city in Southern Virginia.

Her machine shops are among the finest in the country, and decidedly the largest in the South.

About twenty million dollars are invested in industries.

No worn out and unremunerative industry is accepted by her improvement companies.

She has an inexhaustible supply of coal, iron and timber.

She has the purest water in the State—a mountain spring.

Her growth is solid, substantial and positive—her past proves this.

She is an important railroad center.

She is lighted by gas and electricity.

She has fourteen miles of street railway.

Her real estate has paid investors better than any other city because there have been no losses.

She pays out \$5,000,000 per annum to the working man.

She has a magnificent climate.

She has a splendid hospitality.

She has a greater number of church-goers than any other Virginia city.

Roanoke's Real Estate Transfers for 1890 amounted to \$17,666,069.

She has rapidly increasing wholesale and retail trade in four States.

She is the center of a great mineral region.

She has the finest equipped and best managed hotels in the State.

Roanoke has a hotel, built in 1890, that cost two hundred and forty-five thousand dollars.

She will be the largest inland city in the State.

She has the smallest tax rate of any city of her size.

Her property has more than doubled in the last three years.

Her monthly real estate transfers reach about a half million.

Her bonds have sold at 105; at present 105½ is offered.

She has more than one thousand houses in course of erection.

She has splendid schools.

She has fine churches.

Roanoke's banks are in splendid condition and are growing stronger daily. Deposits trebled in twelve months ending ending November 1, 1890.

Roanoke's monthly real estate transfers, for 1890, average \$1,472,172.50.

Roanoke is nearly four miles in length.

Roanoke manufactures her own iron at the rate of four hundred and fifty tons per day.

She offers a fortune to truck farmers.

She has a ready market for all farm products, as her people make money and live well.

Roanoke has no vacant houses and cannot build them fast enough to equal the demand.

Roanoke is a city of young men.

Roanoke is the gateway to the South and Southwest.

Roanoke has the "home" offices of the Norfolk and Western railroad system.

Roanoke is "prosperous by purely American development."

Roanoke has hundreds of wealthy citizens who reached her walls less than five years ago, poor but honest—cast ashore here by some chance wave of adversity.

Roanoke is building eight splendid iron bridges.

The Diamond Ice Company produces thirty tons of good ice per day.

Roanoke's suburban residences are models of architecture.

Roanoke has energy, capital, intelligence, prosperity, progression, determination, confidence and success.

Capital invested in Southern industries, in ten years, has increased two hundred and seven per cent.

During the year 1890 2,499 miles of railroads were built in the South.

In ten years, Southern school revenues have increased one hundred and sixty-four per cent.

The South has 6,000 woodworking establishments; her saw mills have a capacity of about 45,000,000 feet yearly.

Southern coal output increased in the last ten years, three hundred and thirty-three per cent., and pig iron, four hundred and eighty-one per cent.

For the last half of 1890 the Southern production of pig iron was 1,000,000 tons net; about forty thousand tons more than the first half of the year.

Virginia's increase in the iron production was the largest in the United States in 1890, being over fifteen hundred and eighty-five per cent. increase.

In ten years she has passed from the seventeenth to the sixth State in the production of iron, and fifth in increase.

Roanoke's banks had a deposit, January 1, 1891, of \$2,500,000.

Roanoke has LESS contested and overdue paper in her banks than there in in any other banks of similar size and grade.

Roanoke spent over \$2,000,000 in building houses in 1890.

Roanoke's Land and Improvement Companies have an authorized capital stock of more than \$8,000,000.

Assessed value of property in the South, 1890, \$4,500,000,000, a gain of \$270,000,000 over 1889, and a gain of \$1,600,000,000 over 1880.

There are five hundred and ninety National Banks in the South with an aggregate capital of \$90,763,705—an increase during the year 1890 of 104 Banks and \$10,935,000.

Roanoke is in the midst of this grand industrial commotion, and is rapidly becoming the leading inland Southern city.

Were all the furnaces in the United States to shut down today, the supply of iron on hand would last only twenty-one days.

The population of the United States about doubles itself in twenty years. This means an increase of two hundred and twenty-five per cent. in the iron and steel consumption.

The increase of exports at Southern ports was five times as great as the combined gains at all other United States ports, during 1890.

This marvelous development develops more than "boom" towns—it builds large cities.

Roanoke is one of these cities.

Roanoke's scenery is picturesque and beautiful. Her mountains are aglow with an "orange-belted radiance," wooed by a Southern sun.

RAILROAD SCHEDULES.

NORFOLK & WESTERN RAILROAD—WASHINGTON & MARYLAND Div.

STATIONS.		MILES.	No. 1.	No. 3.	No. 27.	No. 29.
SOUTHBOUND.			Daily.	Daily.	Daily.	Daily.
Lv.	HAGERSTOWN	0	11-15 P M	7-25 A M	4-15 P M	
"	St. James	6	" "	7-39 "	4-29 "	
"	Grimes	9	" "	7-46 "	4-35 "	
"	Antietam	14	" "	7-58 "	4-47 "	
"	Shepherdstown	17	11-48 "	8-05 "	4-55 "	
"	Morgan's Grove	18	" "	" "	" "	
"	SHENANDOAH Jc.	23	12-00 "	8-21 "	5-11 "	
"	Charlestown	28	12-11 A M	8-33 "	5-27 "	
"	Wheatland	33	" "	8-43 "	5-38 "	
"	Rippon	34	" "	8-46 "	5-41 "	
"	Gaylord	36	" "	8-51 "	5-46 "	
"	Berryville	40	12-37 "	9-00 "	5-55 "	
"	Boyce	46	12-50 "	9-12 "	6-08 "	
"	White Post	49	12-57 "	9-20 "	6-15 "	
"	Ashby	53	" "	9-30 "	6-24 "	
"	Cedarville	56	" "	9-37 "	6-31 "	
"	Riverton	59	1-19 "	9-44 "	6-38 "	
"	Front Royal	62	1-25 "	9-50 "	6-44 "	
"	Manor	66	" "	10-00 "	6-54 "	
"	Bentonville	73	1-49 "	10-20 "	7-10 "	
"	Overall	76	" "	10-26 "	7-16 "	
"	Rileyville	80	" "	10-35 "	7-25 "	
"	Elgin	85	" "	10-51 "	7-37 "	
"	LURAY	89	2-20 "	11-00 "	7-45 "	
"	Stanley	96	" "	11-17 "	7-58 "	
"	Ingham	102	" "	11-35 "	8-14 "	
"	Grove Hill	104	" "	11-39 "	8-19 "	
Lv.	SHENANDOAH	107	3-00 "	11-45 "	8-25 "	
Ar.	SHENANDOAH	107	3-05 "	11-50 "		5-00 A M
"	Elkton	113	" "	12-02 P M	" "	" "
"	Port Republic	127	" "	12-31 "	" "	5-46 "
"	GROTTOS	129	" "	12-55 "	" "	5-52 "
"	Harristown	132	" "	1-01 "	" "	5-57 "
"	Crimora	137	" "	1-14 "	" "	6-10 "
"	BASIC	143	4-14 "	1-27 "	" "	6-22 "
"	Lyndhurst	148	" "	1-38 "	" "	6-34 "
"	Lipscomb	150	" "	1-43 "	" "	6-39 "
"	Stuart's Draft	153	" "	1-49 "	" "	6-45 "
"	Greenville	159	" "	2-05 "	" "	7-01 "
"	Lofton	163	" "	2-15 "	" "	7-11 "
"	Vesuvius	168	" "	2-27 "	" "	7-22 "
"	Midvale	175	" "	2-42 "	" "	7-35 "
"	Riverside	180	" "	2-54 "	" "	7-45 "
"	BUENA VISTA	185	5-34 "	3-07 "	" "	7-55 "
"	Loch Laird	186	" "	3-09 "	" "	7-57 "
"	Thompson	189	" "	3-15 "	" "	8-04 "
"	Buffalo Forge	191	" "	3-20 "	" "	8-12 "
"	Glasgow	195	" "	3-32 "	" "	8-20 "
"	NATURAL BRIDGE	199	6-04 "	3-40 "	" "	8-28 "
"	Arcadia	209	" "	4-03 "	" "	8-49 "
"	Buchanan	214	6-36 "	4-15 "	" "	9-00 "
"	Lithia	219	" "	4-28 "	" "	9-10 "
"	Nace	225	" "	4-45 "	" "	9-26 "
"	Troutville	228	" "	4-50 "	" "	9-34 "
"	Cloverdale	232	" "	4-59 "	" "	9-44 "
"	Hollins	234	" "	5-03 "	" "	9-47 "
"	Tinker Creek	236	" "	5-09 "	" "	9-53 "
Ar.	ROANOKE	239	7-35 "	5-15 "	" "	10-00 "

RAILROAD SCHEDULES.

NORFOLK & WESTERN RAILROAD—WASHINGTON & MARYLAND DIV.

STATIONS.	MILES.	No. 2.	No. 4.	No. 30.	No. 28.
NORTHBOUND.		Daily.	Daily.	Daily.	Daily.
Lv. ROANOKE	0	6.25 A M	11.55 P M	3.45 P M	
" Finker Creek	3	6.31 "	" "	3.52 "	
" Hollins	5	6.39 "	12.11 A M	3.57 "	
" Cloverdale	7	6.42 "	12.14 "	4.00 "	
" Troutville	11	6.52 "	12.23 "	4.10 "	
" Nace	15	7.00 "	12.30 "	4.17 "	
" Lathia	20	7.14 "	12.43 "	4.28 "	
" Buchanan	25	7.27 "	12.54 "	4.40 "	
" Arcadia	30	7.38 "	" "	4.52 "	
" NATURAL BRIDGE	40	7.57 "	1.30 "	5.16 "	
" Glasgow	44	8.04 "	1.39 "	5.25 "	
" Buffalo Forge	48	8.12 "	" "	5.34 "	
" Thompson	50	8.16 "	" "	5.40 "	
" Loch Laird	53	8.21 "	" "	5.48 "	
" BUENA VISTA	54	8.23 "	2.04 "	5.53 "	
" Riverside	59	8.33 "	" "	6.03 "	
" Midvale	64	8.43 "	" "	6.14 "	
" Vesuvius	71	9.00 "	" "	6.31 "	
" Lofton	75	9.13 "	" "	6.42 "	
" Greenville	79	9.20 "	" "	6.49 "	
" Stuart's Draft	86	9.35 "	" "	7.03 "	
" Lipscomb	89	9.40 "	" "	7.11 "	
" Lyndhurst	91	9.44 "	" "	7.16 "	
" BASIC	96	9.53 "	3.42 "	7.27 "	
" Crimora	102	10.05 "	" "	7.42 "	
" Harrison	107	10.15 "	" "	7.53 "	
" GROTTOS	110	10.35 "	" "	8.00 "	
" Port Republic	112	10.40 "	" "	8.04 "	
" Elkton	126	11.08 "	" "	8.38 "	
Ar. SHENANDOAH	132	11.20 "	4.55 "	8.50 "	
Lv. SHENANDOAH	132	11.25 "	5.00 "	6.30 A M	
" Grove Hill	135	11.30 "	" "	6.36 "	
" Ingham	137	11.35 "	" "	6.40 "	
" Stanley	143	11.52 "	" "	6.57 "	
" LURAY	150	12.05 P M	5.40 "	7.10 "	
" Elgin	154	12.14 "	" "	7.18 "	
" Rileyville	159	12.27 "	" "	7.32 "	
" Overall	163	12.36 "	" "	7.40 "	
" Bentonville	166	12.41 "	" "	7.45 "	
" Manor	172	12.58 "	" "	8.00 "	
" Front Royal	177	1.08 "	" "	8.10 "	
" Riverton	180	1.14 "	6.47 "	8.16 "	
" Cedarville	182	1.22 "	" "	8.23 "	
" Ashby	186	1.29 "	" "	8.30 "	
" White Post	190	1.38 "	" "	8.39 "	
" Boyce	193	1.45 "	" "	8.46 "	
" Berryville	199	2.00 "	7.27 "	9.00 "	
" Gaylord	203	2.09 "	" "	9.08 "	
" Rippon	205	2.14 "	" "	9.14 "	
" Wheatland	206	2.16 "	" "	9.17 "	
" Charlestown	210	2.28 "	7.50 "	9.28 "	
" SHENANDOAH J.C.	216	2.40 "	8.02 "	9.40 "	
" Morgan's Grove	221	2.51 "	" "	" "	
" Shepherdstown	222	2.53 "	8.15 "	9.53 "	
" Antietam	225	3.00 "	" "	10.00 "	
" Grimes	230	3.13 "	8.33 "	10.11 "	
" St. James	233	3.20 "	8.41 "	10.17 "	
Ar. HAGERSTOWN	239	3.35 "	8.55 "	10.30 "	

NORFOLK & WESTERN RAILROAD.

STATIONS.	MILES.	No. 1.	No. 3.	No. 21.	No. 11.
WESTWARD.		Daily.	Daily.	Daily.	Daily.
Lv. Norfolk	0	10 00 P. M.	8 35 A. M.	4 00 P. M.	
" Suffolk	23	10 40 "	9 15 "	5 32 "	
Ar. Petersburg	81	12 30 A. M.	10 55 "	6 00 "	
Lv. Petersburg	81	12 40 "	11 05 "		
" Nottoway	124	2 15 "	12 20 P. M.		
" Crewe	129	2 35 "	12 35 "		
" Burkeville	133	2 45 "	12 45 "		
" High Bridge	145	" "	" "		
" Farmville	150	3 22 "	1 18 "		
" Appomattox	181	4 24 "	2 18 "		
" James River Bdg	199	" "	2 57 "		
Ar. Lynchburg	204	5 20 "	3 10 "		
Lv. Lynchburg	204	5 40 "	3 30 "	8 10 A. M.	
" Bellevue	220	6 02 "	4 02 "	8 42 "	
" Bedford	229	6 20 "	4 18 "	8 59 "	
" Blue Ridge	246	6 57 "	4 54 "	9 35 "	
" Winton	255	7 17 "	" "	9 53 "	
Ar. Roanoke	257	7 25 "	5 20 "	10 00 "	
Lv. Roanoke	257	7 50 "	5 40 "	10 10 "	
" Salem	264	8 06 "	5 55 "	10 26 "	
" Christiansburg	290	9 04 "	6 57 "	11 29 "	
Ar. Radford	301	9 30 "	7 29 "	11 50 "	
Lv. Radford	301	9 37 "	7 25 "	11 58 "	
" New River	303	" "	7 31 "	12 05 P. M.	
" Pulaski	316	10 09 "	8 00 "	12 32 "	
" Max Meadows	329	10 36 "	8 26 "	12 59 "	
" Wytheville	337	10 52 "	8 44 "	1 35 "	
" Glade Spring	380	12 22 P. M.	10 25 "	3 09 "	
" Abingdon	394	12 47 "	10 52 "	3 38 "	
Ar. Bristol	408	1 15 "	11 20 "	4 10 "	

The through Express, Solid Train between Norfolk and Richmond, arrive Richmond Daily 6 45 p. m.

A PRIZE FOR ROANOKE.

While this little work was in press we learned that through the untiring efforts of Congressman Paul Edmunds and Postmaster Asberry, Congress passed a bill granting \$75,000 to Roanoke for a public building, which no doubt will be increased to \$150,000 before the building is completed.

NORFOLK & WESTERN RAILROAD.

STATIONS.	MILES.	DAILY.			
		No. 2. Daily.	No. 4. Daily.	No. 22. Daily.	No. 12. Daily.
Lv. Bristol	0	12 40 A. M.	5 55 P. M.		9 35 A. M.
" Abingdon	15	1 13 "	6 27 "		10 10 "
" Glade Spring	28	1 42 "	6 55 "		10 42 "
" Wytheville	71	3 16 "	8 29 "		12 19 P. M.
" Max Meadows	79	3 33 "	8 47 "		12 35 "
" Pulaski	92	4 02 "	9 15 "		1 20 "
" New River	105		9 42 "		1 46 "
Ar. Radford	107	4 35 "	9 48 "		1 52 "
Lv. Radford	107	4 40 "	9 55 "		2 00 "
" Christiansburg	118	5 01 "	10 25 "		2 20 "
" Salem	144	5 59 "	11 23 "		3 17 "
Ar. Roanoke	151	6 15 "	11 40 "		3 35 "
Lv. Roanoke	151	6 20 "	11 45 "		3 40 "
" Vinton	153				3 48 "
" Blue Ridge	162	6 52 "	12 11 A. M.		4 07 "
" Bedford	179	7 28 "	12 45 "		4 42 "
" Bellevue	189	7 40 "	1 01 "		4 59 "
Ar. Lynchburg	204	8 10 "	1 30 "		5 30 "
Lv. Lynchburg	204	8 40 "	1 45 "		
" James River Bdg	210	8 52 "			
" Appomattox	227	9 23 "	2 30 "		
" Farmville	259	10 18 "	3 22 "		
" High Bridge	263				
" Burkeville	275	10 47 "	3 59 "		
" Crewe	279	11 05 "	4 10 "		
" Nottoway	284	11 16 "	4 18 "		
Ar. Petersburg	327	12 50 P. M.	5 35 "		
Lv. Petersburg	327	1 00 "	5 40 "	9 47 "	
" Suffolk	385	2 45 "	7 19 "	11 13 "	
Ar. Norfolk	408	3 30 "	8 00 "	11 47 "	

The through Express, Solid Train between Richmond and Norfolk, leave Richmond 9.05 a. m. Daily.

NOTE.—Trains stop only where time is given.

RICHMOND & DANVILLE RAILROAD.
VIRGINIA MIDLAND DIVISION.

SOUTHWARD.

STATIONS.	Mls.	DAILY.				
		No. 15. Daily.	No. 37.* Daily.	No. 11. Daily.	No. 13. Daily.	No. 9. Daily.
Lv. Washington		11 10 p m	11 10 a m	11 20 p m	4 35 p m	8 30 a m
" Alexandria	7	11 33 "	11 33 "	11 43 "	5 02 "	8 55 "
" Ravensworth	17				5 27 "	9 17 "
" Burke's	19				5 32 "	9 23 "
" Fairfax	23				5 40 "	9 32 "
" Clifton	26				5 50 "	9 41 "
" Manassas	32	12 22 a m		12 35 a m	6 02 "	9 53 "
" Bristoe	36				6 15 "	10 03 "
Ar. Calverton	46	12 43 a m			6 43 "	10 22 "
Lv. Calverton					6 50 p m	10 25 a m
" Warrenton	55				7 25 "	11 00 "
Lv. Warrenton					5 15 p m	7 45 a m
Ar. Calverton					5 50 "	8 20 "
Lv. Calverton	46	12 43 a m			6 43 p m	10 22 a m
" Midland	50				6 52 "	10 30 "
" Culpeper	67	1 19 a m			7 28 "	11 00 "
" Rapidan	79				7 55 "	11 25 "
Ar. Orange	84	1 47 a m			8 07 "	11 38 "
Ar. Madison	88				8 30 p m	12 01 p m
" Gordonsville	94				8 45 "	12 15 "
Lv. Orange	84	1 47 a m			8 07 p m	11 38 a m
" Barboursville	95				8 32 "	12 10 p m
Ar. Charlottesville	113	2 40 "	2 45 p m	2 55 a m	9 10 "	12 50 "
Lv. Charlottesville	113	2 50 "	2 50 "	3 00 "	9 15 "	12 55 "
" Coveseville	128				9 30 "	1 27 "
" Tye River	150				10 39 "	2 15 "
Ar. Lynchburg	172		4 50 p m	5 35 a m	11 30 "	3 00 "
Lv. Lynchburg	172		4 55 "	5 40 "		3 15 "
" Staunt'n Rv'r	199					
" Franklin J'nc	211				7 13 a m	4 45 "
Ar. Danville	238		7 15 a m	8 25 "		5 55 "

*Washington and South-western Vestibuled Limited. This train being composed entirely of Pullman cars, an extra rate of fare is charged

RICHMOND & DANVILLE RAILROAD.
VIRGINIA MIDLAND DIVISION.
NORTHWARD.

STATIONS.	Mls.	No. 10. Daily.	No. 38. Daily.	No. 12. Daily.	No. 16. Daily.	No. 14. Daily.
Lv. Danville.....		10 22 a m	11 15 p m	12 45 a m		
“ Fr'nklin J'nc	27	11 24 “		1 48 “		
“ Staunt'n Rv'r	39	11 50 “		2 17 “		
Ar. Lynchburg....	66	12 55 p m	1 30 a m	3 20 “		8 30 a m
Lv. Lynchburg....	66	1 00 “	1 35 “	3 25 “		9 15 “
“ Tye River.....	88	1 44 “		4 12 “		9 59 “
“ Coveseville....	110	2 33 “		5 00 “		10 30 “
Ar. Charlottesville	125	3 10 “	3 20 a m	5 35 “		10 35 “
Lv. Charlottesville	125	3 30 “	3 25 “	5 40 “	11 05 a m	11 12 “
“ Barboursville	142	4 07 “		6 17 “		11 35 “
Ar. Orange.....	153	4 30 “		6 40 “		
Lv. Gordonsville		3 50 p m		6 00 a m		10 30 a m
“ Madison.....		4 05 “		6 15 “		10 45 “
Lv. Orange.....	153	4 30 p m		6 40 a m		11 38 a m
“ Rapidan.....	159	4 43 “		6 53 “		11 48 “
“ Culpeper.....	171	5 10 “		7 40 “		12 10 “
“ Midland.....	188	5 47 “		8 17 “		12 38 “
Ar. Calverton....	192	5 55 “		8 25 “		12 46 “
Lv. Calverton....		6 50 p m		10 25 a m		1 15 p m
Ar. Casanova....	195	7 02 “		10 37 “		1 27 “
“ Warrenton....	201	7 25 “		11 00 “		1 50 “
Lv. Warrenton...		5 15 p m		7 45 a m		12 05 p m
Ar. Calverton....		5 50 “		8 20 “		12 40 “
Lv. Calverton... ..	192	5 55 p m		8 25 a m		12 46 p m
“ Bristoe.....	202	6 15 “		8 45 “		1 10 “
“ Manassas.....	206	6 25 “		8 55 “	1 36 p m	1 46 “
“ Clifton.....	211	6 38 “		9 07 “		1 56 “
“ Fairfax.....	215	6 48 “		9 17 “		2 06 “
“ Burke's.....	218	6 55 “		9 26 “		2 12 “
“ Ravensworth	221	7 01 “		9 31 “		2 18 “
Ar. Alexandria..	231	7 25 “		10 00 “	2 25 p m	2 42 “
“ Washington..	238	7 50 “	6 53 a m	10 25 “	2 48 “	3 05 “

Washington and South-western Vestibule Limited. This train being composed entirely of Pullman cars, an extra rate of fare is charged.

CHESAPEAKE AND OHIO RAILWAY COMPANY.

SCHEDULE IN EFFECT JANUARY 1, 1891.

LEAVE RICHMOND.

- 8 40 A. M. Daily for Old Point and Norfolk, Pullman Sleeping Car Hinton to Old Point.
11 00 A. M. Express daily for Cincinnati, Chair Car, Old Point to Charlottesville. Pullman Sleeper Charlottesville to Cincinnati.
3 20 P. M. Express daily for Old Point and Norfolk. Chair Car Charlottesville to Old Point.

- 4 30 P. M. Accommodation, except Sunday, for Charlottesville.
10 30 P. M. The F. F. V. Limited Daily. Pullman Sleeping Car Old Point to Hinton. Solid Vestibule train with Dining Car and Pullmans, Charlottesville to Cincinnati and Pullman to Louisville.
6 00 A. M. Local freight, except Sunday, for Charlottesville.
TRAINS ARRIVE AT RICHMOND.
8 20 A. M. and 2 55 P. M. daily from Cincinnati.
7 45 P. M. Daily except Sunday, from Clifton Forge.
10 50 A. M. and 6 45 P. M. daily from Norfolk.
Station:—Broad street near Seventeenth.

JAMES RIVER DIVISION.
(Richmond and Alleghany Railroad.)

LEAVE RICHMOND.

- 9 00 A. M. Daily for Lynchburg, Lexington and Clifton Forge.
4 30 P. M. Except Sunday for Lynchburg, connecting with a train leaving Lynchburg at 6 A. M. daily for Lexington and Clifton Forge, Sleeping Car attached.

TRAINS ARRIVE AT RICHMOND.

- 6 30 P. M. Daily from Clifton Forge.
8 20 A. M. Except Sunday from Clifton Forge, Lexington and Lynchburg.
Station:—Eighth and Canal streets.

H. W. FULLER,
General Passenger Agent.
G. W. STEVENS,
General Superintendent.

Nelson and Myers,

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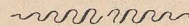
HOTEL PONCE DE LEON

ROANOKE, VA.

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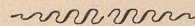
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ROANOKE, VA.

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